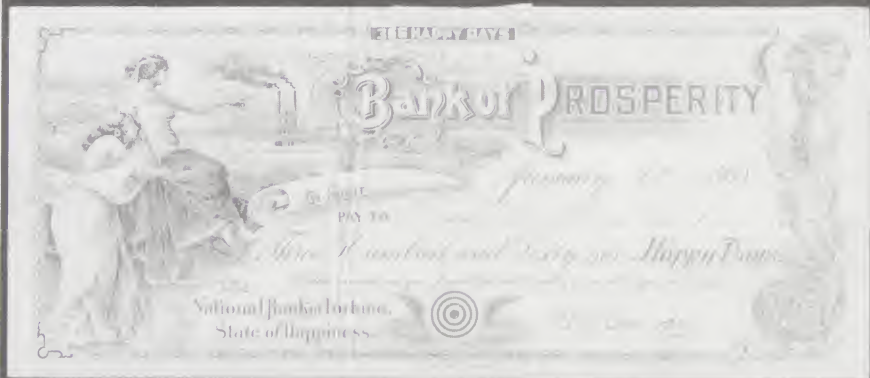


THE CHECK COLLECTOR

October - November 2005

The Journal of
THE AMERICAN SOCIETY OF CHECK COLLECTORS, INC.

Number 76



Editor: Robert D. Hohertz
PO Box 808
Northfield, MN 55057-0808

Advertising Manager: All advertising should be channeled through the Treasurer, Dick Naven. Dick's address is on the following page.

The Check Collector (ISSN 1066-3061) is published quarterly by the American Society of Check Collectors, 473 East Elm, Sycamore, IL 60178-1934. Subscription only by membership, dues \$13 per year in the US (\$17 per year in Canada and Mexico, \$23 elsewhere). Periodicals postage paid at Northfield, MN 55057 and additional mailing offices. POSTMASTER: send address changes to *The Check Collector*, 473 East Elm, Sycamore, IL 60178 1934. All rights reserved.

To our members:

Write something for *The Check Collector*! We need articles about checks, check-related subjects, and fiscal documents.

We type all material. Illustrations require an **original** or a **good, clear, black and white copy, preferably as large as can be obtained**. Original check sent in are copied and returned carefully. Any question ask the Editor.

To our advertisers:

Deadline for advertising copy to run in the January-March issue of *The Check Collector* is February 15.

The Check Collector is an effective means of reaching the check collecting hobby and our membership of collectors and dealers of checks and related financial documents. It contains feature articles about checks and check collecting and news about the hobby.

Advertising orders must be paid in advance and shall be restricted to checks and related fiscal documents, publications, accessories, and supplies. The ASCC accepts advertising in good faith, reserving the right to edit copy. Copy for ads must be camera-ready or the Editor will set it as best he can.

ASCC assumes no financial responsibility for typographical errors in advertising. However, it will reprint that portion of an advertisement in which a typographical error appeared upon prompt notification of such error.

All advertisements and payments should be submitted to the Treasurer.

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VISIT OUR WEB PAGE

<http://members.aol.com/asccinfo>

OR

<http://asccinfo.com>



The cover speaks for itself. Best wishes for twelve full months of health, happiness and prosperity.

In this issue there is a lot of Show and Tell - finds on the internet and elsewhere in the marketplace. Why not show some of your favorite items to the other members? Good, clear black-and-white Xerox images are all that is needed.

This issue also completes my showing of parlor car tickets - it's a promise. On to other things.

Advertising rates are as follows:

| | |
|---|---------------|
| One quarter page | \$25.00/issue |
| Business card size | \$15.00/issue |
| \$10 discount for four issues paid at once. | |

THE AMERICAN SOCIETY OF CHECK COLLECTORS, INC.

A non-profit organization organized under Section 501-(c)-(3)

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1533 Savannah Dr.
Evansville, IN 47714

Slide Program:

Larry Adams
812 1/2 Story St.
Boone, IA 50036

Dues:

US: \$13 per year
Canada, Mexico: \$17 per year
Elsewhere: \$23 per year

Security Printers Guide:

\$5 in looseleaf form - order from
William G. Kanowsky, address
above.

Electronic form from Lyman Hensley
free via e-mail or send diskette and
return postage. Address above.

Membership Interests

- | | | |
|---------------------------|------------------------------------|-----------------------------------|
| 1. Checks, general | 5. Checks, Great Britain | 21. Autographs |
| 2. Checks, USA | 6. Checks, Canada | 22. Railroads, Steamboats, Mining |
| 3. US Government Checks | 7. Checks, World | 23. Banking History |
| 4. Miscellaneous Fiscals: | 8. Travelers Checks & Money Orders | 24. Security Printing & Printers |
| Bank Drafts | 9. Specimen Checks | 25. Check Protectors & Cancel |
| Bills of Exchange | 10. Ration Checks | Devices |
| Certificates of Deposit | 11. Refund/Rebate Checks | 26. Wells Fargo History |
| Promissory Notes | 12. Other | 30. Stock & Bond Certificates |
| Warrants | 14. Counter & Modern Checks | 31. Revenue Stamped Documents |
| Receipts | 20. Vignettes | 32. Emergency Scrip |

Chesapeake Bay Steamship Lines by Coleman Leifer

During the 19th and 20th century several steamship lines plied between Baltimore and various towns on the Chesapeake Bay and the bay's tributaries. The stock certificates for three of these lines are illustrated.

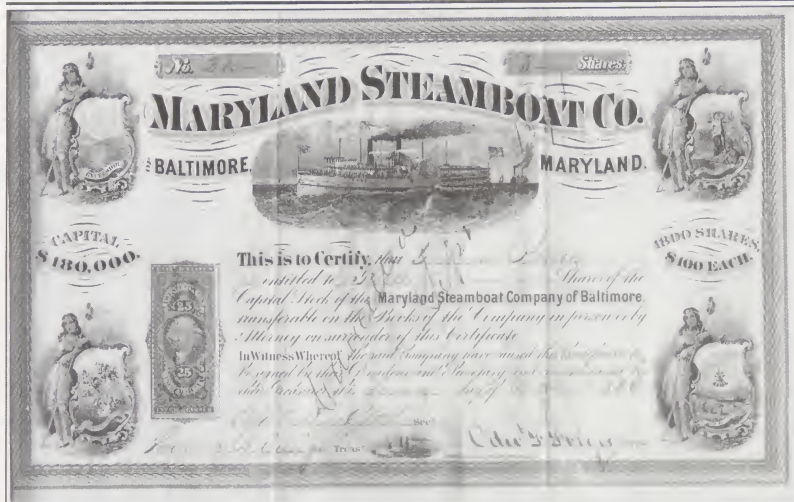


The Weems Steamboat Company was founded in 1819 and existed until 1905 when it was acquired by the Baltimore, Chesapeake and Atlantic Railway. The Maryland Steamboat Company, founded in 1869, also became part of the Baltimore, Chesapeake and Atlantic, which was a Pennsylvania Railroad subsidiary.

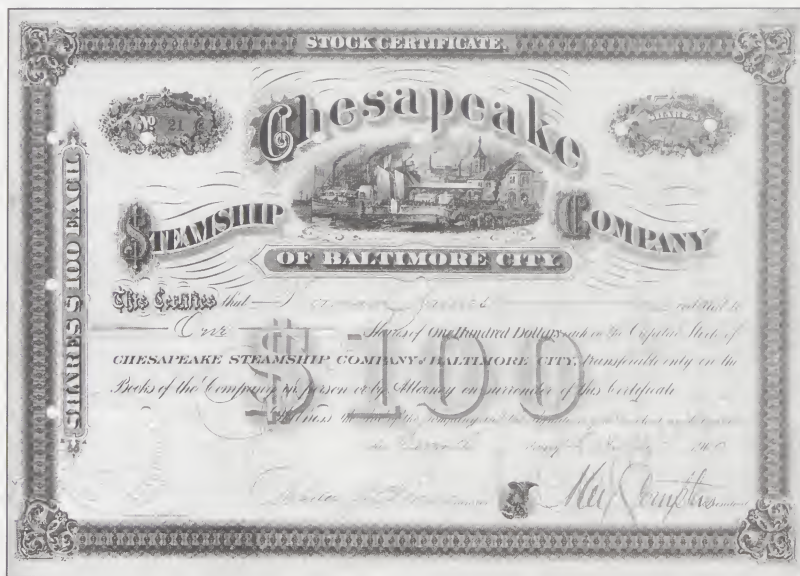
The Baltimore, Chesapeake and Atlantic Railway consisted of 90 miles of single-line track between Claiborne MD, across the bay from Baltimore, to Ocean City, with a branch to Laurel, Delaware and 1400 miles of steamship lines to towns along the Choptank, Nantuxet, Pocomoke, Messinger, Tuckahoe, Piankatank and Tuckahoe Rivers on the Delmarva Peninsula. The steamship service continued until 1920.

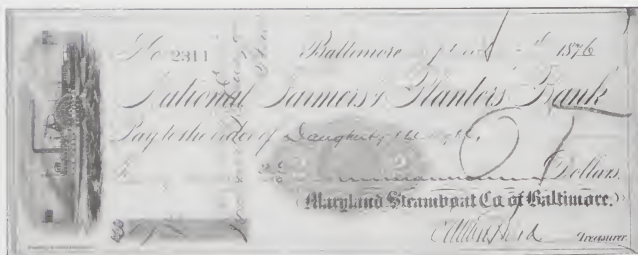
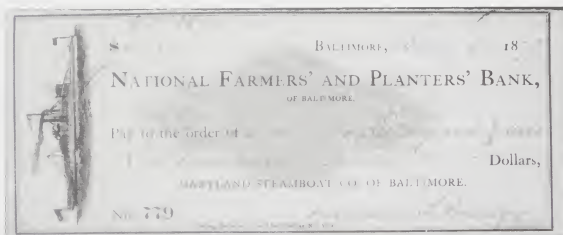
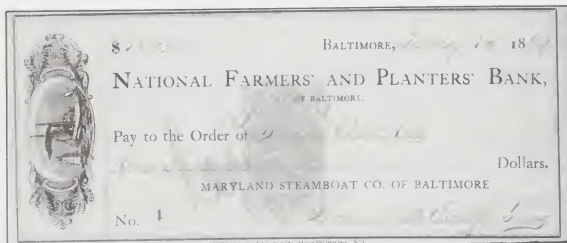
The Chesapeake Steamship Company provided service from Baltimore to several points in Virginia. One line ran to Old Point Comfort and Norfolk, and another to York River Landings, West Point and Richmond. It eventually became part of the Southern Railway system. The service continued until the 1940's.

Illustrated with this article in addition are the stock certificates are three checks from the Maryland Steamboat Company, each with a different impression, reverse and vignette and a check from the Baltimore, Chesapeake and Atlantic Railway with an RN-X7 imprint.

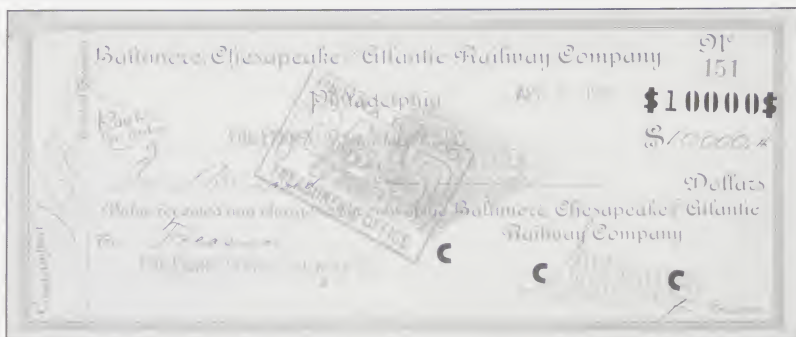


Stock certificates of the Maryland Steamboat Company, above, and the Chesapeake Steamship Company, below





Three Maryland Steamboat Company checks from the 1860's and 70's. The top one has an RN-B1 imprint, the middle, an RN-C1, and the bottom, an RN-F1. The checks were printed by Sanford Cushing & Company, Boston; Cushing, Baruda & Company, New York; and Cushings & Bailey, Baltimore.



A check of the Baltimore, Chesapeake and Atlantic Railway, with an X7 imprint. By the time it was written in 1904 the tax paid by the imprint had been repealed for well over a year.

The check was printed by the American Bank Note Company, Philadelphia.

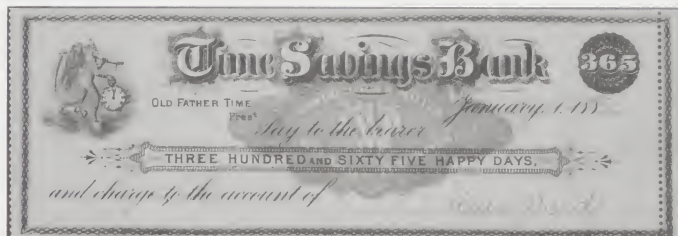
References:

<http://xroads.virginia.edu/~HYPER/VAGuide/transp.html>

Official Guide of the Railways and Steam Navigation Lines of the United States, National Railway Publication Co., New York, 1941.

Poor's Manual of Railroads, H. W. Poor, New York, 1903

A Find on the Internet

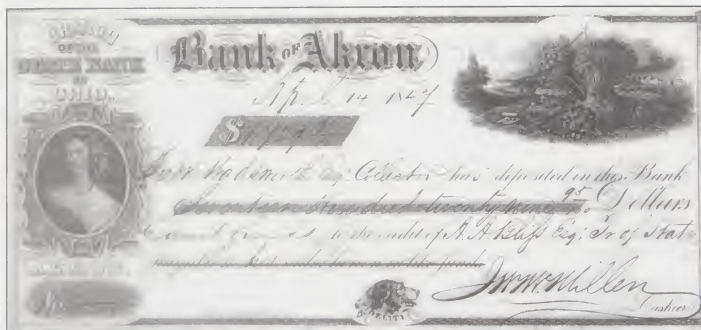


This is an early greetings check. At the time it was issued, January 1, 1883, the Civil War check tax was still in effect, so it has a rather whimsical imprint in the center containing a logo of the printer, Worthington & Miller, Chicago, Illinois. Facsimile imprints for the most part were introduced after the check tax had been repealed.

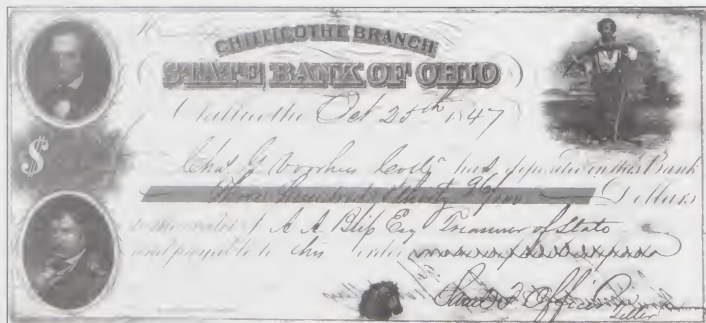
Finds in the Marketplace

by Neil Sowards

Recently I purchased two interesting certificates of deposit with beautiful vignettes.



The first one was issued by the Bank of Akron, Branch of the State Bank of Ohio, to Fred'k Wadsworth Esq., Collector, for \$1,729.65. Wadsworth collected tolls on the Ohio Canal at Akron from 1845 to 1849. This certificate has two nice steel engraved vignettes. One is of a young woman, probably generic rather than a portrait of a specific one. The other is a rural scene with various items representing prosperity. It was printed by Rawdon, Wright & Hatch, Cincinnati.



The other certificate of deposit was issued by the Chillicothe Branch of the State Bank of Ohio on October 25, 1847 to Chas G. Voorhies for \$330. Voorhies was also a toll collector, on the Ohio Canal at Chillicothe from 1846 to 1850.

The certificate has three nice vignettes. Two men are at the left end, one in military uniform. A farmer is sharpening his scythe on the right. The printer was Toppan, Carpenter & Company, Cincinnati.

Revenue Stamped Paper of the Spanish American War Tax Era

By Bob Hohertz
(Part 2)

One-Cent Imprint Usage Parlor Car Tickets

| | | | | | | | | | | | | | | | | |
|-------------------|--|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| LOWER | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| UPPER | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| SEAT | Porter's Check, Not Transferable | | | | | | | | | | | | | | | |
| S. ROOM | CAR | | | | | | | | | | | | | | | |
| D. ROOM | FROM | | | | | | | | | | | | | | | |
| SHOULDER TICKET | TO | | | | | | | | | | | | | | | |
| ROUND TRIP TICKET | TO | | | | | | | | | | | | | | | |
| Coupon Ticket | TO | | | | | | | | | | | | | | | |
| 100-MILE OR CEM | TO | | | | | | | | | | | | | | | |
| CASH FARE | Conductor | | | | | | | | | | | | | | | |
| TRIP PASS | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 | | | | | | | | | | | | | | | |
| ANALYTIC PASS | Jan. Feb. Mar. Apr. May Jun. Jul. Aug. Sep. Oct. Nov. Dec. | | | | | | | | | | | | | | | |
| TRIP PASS | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 | | | | | | | | | | | | | | | |
| CASH FARE | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 | | | | | | | | | | | | | | | |
| 100-MILE OR CEM | TO | | | | | | | | | | | | | | | |
| Coupon Ticket | TO | | | | | | | | | | | | | | | |
| ROUND TRIP TICKET | TO | | | | | | | | | | | | | | | |
| SHOULDER TICKET | TO | | | | | | | | | | | | | | | |
| D. ROOM | TO | | | | | | | | | | | | | | | |
| S. ROOM | TO | | | | | | | | | | | | | | | |
| SEAT | Conductor | | | | | | | | | | | | | | | |
| UPPER | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| LOWER | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |

| | | | | | | | | | | | | | | | | |
|-------------------|--|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| LOWER | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
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| SHOULDER TICKET | TO | | | | | | | | | | | | | | | |
| ROUND TRIP TICKET | TO | | | | | | | | | | | | | | | |
| Coupon Ticket | TO | | | | | | | | | | | | | | | |
| 100-MILE OR CEM | TO | | | | | | | | | | | | | | | |
| CASH FARE | Conductor | | | | | | | | | | | | | | | |
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| 100-MILE OR CEM | TO | | | | | | | | | | | | | | | |
| Coupon Ticket | TO | | | | | | | | | | | | | | | |
| ROUND TRIP TICKET | TO | | | | | | | | | | | | | | | |
| SHOULDER TICKET | TO | | | | | | | | | | | | | | | |
| D. ROOM | TO | | | | | | | | | | | | | | | |
| S. ROOM | TO | | | | | | | | | | | | | | | |
| SEAT | Conductor | | | | | | | | | | | | | | | |
| UPPER | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| LOWER | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |

Two-part Pullman tickets with imprinted revenues in yellow and red.

Those specified as Porter's Checks were printed before 1900, when the company changed its name from the Pullman Palace Car Company to the Pullman Company. Auditor's Checks were printed in 1900 and later.

| | | | | | | | | | | | | | | | | |
|-------------------|--|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| LOWER | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| UPPER | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| SEAT | Porter's Check, Not Transferable | | | | | | | | | | | | | | | |
| S. ROOM | CAR | | | | | | | | | | | | | | | |
| D. ROOM | FROM | | | | | | | | | | | | | | | |
| SHOULDER TICKET | TO | | | | | | | | | | | | | | | |
| ROUND TRIP TICKET | TO | | | | | | | | | | | | | | | |
| Coupon Ticket | TO | | | | | | | | | | | | | | | |
| 100-MILE OR CEM | TO | | | | | | | | | | | | | | | |
| CASH FARE | Conductor | | | | | | | | | | | | | | | |
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| CASH FARE | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 | | | | | | | | | | | | | | | |
| 100-MILE OR CEM | TO | | | | | | | | | | | | | | | |
| Coupon Ticket | TO | | | | | | | | | | | | | | | |
| ROUND TRIP TICKET | TO | | | | | | | | | | | | | | | |
| SHOULDER TICKET | TO | | | | | | | | | | | | | | | |
| D. ROOM | TO | | | | | | | | | | | | | | | |
| S. ROOM | TO | | | | | | | | | | | | | | | |
| SEAT | Conductor | | | | | | | | | | | | | | | |
| UPPER | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
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| | | | | | | | | | | | | | | | | |
|-------------------|--|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| LOWER | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
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| SEAT | Porter's Check, Not Transferable | | | | | | | | | | | | | | | |
| S. ROOM | CAR | | | | | | | | | | | | | | | |
| D. ROOM | FROM | | | | | | | | | | | | | | | |
| SHOULDER TICKET | TO | | | | | | | | | | | | | | | |
| ROUND TRIP TICKET | TO | | | | | | | | | | | | | | | |
| Coupon Ticket | TO | | | | | | | | | | | | | | | |
| 100-MILE OR CEM | TO | | | | | | | | | | | | | | | |
| CASH FARE | Conductor | | | | | | | | | | | | | | | |
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| CASH FARE | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 | | | | | | | | | | | | | | | |
| 100-MILE OR CEM | TO | | | | | | | | | | | | | | | |
| Coupon Ticket | TO | | | | | | | | | | | | | | | |
| ROUND TRIP TICKET | TO | | | | | | | | | | | | | | | |
| SHOULDER TICKET | TO | | | | | | | | | | | | | | | |
| D. ROOM | TO | | | | | | | | | | | | | | | |
| S. ROOM | TO | | | | | | | | | | | | | | | |
| SEAT | Conductor | | | | | | | | | | | | | | | |
| UPPER | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| LOWER | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |

Used Pullman stubs with yellow and red partial imprints. The one on the right has the dark red imprint facing left, and is probably an unintentional variant in the nature of an invert.

[This page is not a part of the current exhibit, but is based on a page from a one-frame exhibit of tickets only. The bottom halves of the tickets have a green background, as do the used halves.]

Revenue Stamped Paper
of the Spanish American War Tax Era

One-Cent Imprint Usage Parlor Car Tickets



This is the discovery of a second ticket identifying that the holder had paid a surcharge to provide a sleeping berth even though they were traveling second class.

The coupon contains part of the bottom half of the ticket to follow.



A used half of a second class upgrade ticket. Orange imprint on yellow background.

[This page is not part of the current exhibit. It was taken from a one-frame exhibit of tickets only.]

Revenue Stamped Paper
of the Spanish American War Tax Era

One-Cent Imprint Usage Parlor Car Tickets

The Pullman Company sold multiple-part tickets proper to a trip. These tickets could be divided into three or four parts, depending on whether there was a section for the issuing agent.



Tickets issued by station agents generally were divided into four sections: one for the selling agent, one the ticket itself, one for the porter and one for the passenger. Some, like the example to the left, did not include the agent's section. This ticket was issued but not used, and is the only known complete three-part imprinted ticket.

The imprint is on the back of the used fragment at the right, unlike the one on the three-part example. Judging from dates stamped on used copies, imprints were moved to the back sometime in 1901, possibly to avoid conflict with the information on the front.



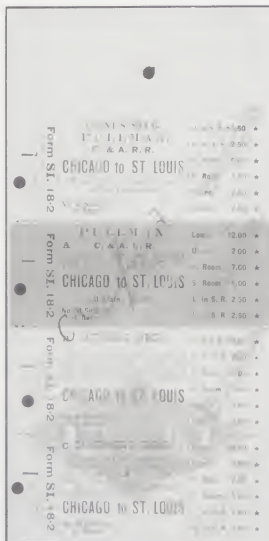
This unused four-part ticket with a red imprint is one of three known. To the right is a photocopy of the front of the ticket, showing the purpose of the four sections.



[The top section of the three-part entire ticket has a yellow tint. The imprints on it and the used section to the right of it are green.]

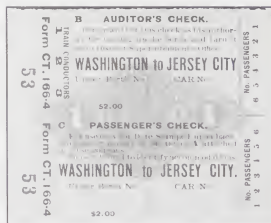
Revenue Stamped Paper
of the Spanish American War Tax Era

One-Cent Imprint Usage
Parlor Car Tickets

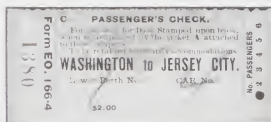


A relatively small number of surviving Pullman parlor car tickets bear a horizontal imprint at the bottom in such a way as to be torn in half lengthwise when used.

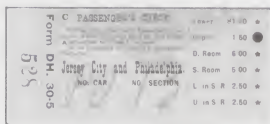
The unused four-part ticket to the left shows the layout of a complete form.



The bottom half of an unused ticket with a horizontal imprint. Note that the ticket information is in a different format.



A used ticket stub with a horizontal imprint. The design is similar to that of the unused portion above.




Another used stub with a horizontal imprint. The design differs from that of any of the others on the page.

[This page is not part of the current exhibit. All of the imprints are orange. The second section down on the entire ticket has a blue-green tint.]

Revenue Stamped Paper
of the Spanish American War Tax Era

One-Cent Imprint Usage Telegram

| | |
|---|---|
| POSTAL TELEGRAPH-CABLE COMPANY IN CONNECTION WITH THE COMMERCIAL CABLE COMPANY. | |
| ALBERT B. CHANDLER, President FR. STEVENS, Sec'y Wm. H. BAKER, V. P. & G. M. | JOHN W. HACKETT, President ALBERT BECK, Sec'y GEO. G. WARD, V. P. & G. M. |
| TELEGRAM | |
| The Postal Telegraph-Cable Company transmits and delivers this message subject to the terms and conditions printed on the back of this blank. | |
| COUNTER NUMBER | TIME FILED |
| M. CHECK | |
| Send the following message, without repeating, subject to the terms and conditions printed on the back hereof, which are hereby agreed to: | |
| To | 190 |
|  | |
| THE POSTAL COMPANY'S SYSTEM REACHES ALL IMPORTANT PORTS IN THE UNITED STATES AND THROUGH AMERICA AND ALL COMMERCIAL CITIES ALL THE WORLD. | |

Excerpt from SCHEDULE A, STAMP TAXES: "Dispatch, telegraphic: Any dispatch or message, one cent."

The only imprinted telegram forms known were designed for the Postal Telegraph-Cable Company. No used copies known.

[The imprint is green, and printing on the telegram is dark blue.]

Revenue Stamped Paper
of the Spanish American War Tax Era

One-Cent Imprint Usage Cablegram

| POSTAL TELEGRAPH-CABLE COMPANY | | THE COMMERCIAL CABLE COMPANY | |
|---|------|------------------------------|---------|
| CABLEGRAM. | | | |
| Two Postal Telegraph-Cable Company Telegrams and three Commercial Cable Company Telegrams are included in the body of this blank. | | | |
| No. | Time | Place | Message |
| <p>To</p> <p style="text-align: center;">1</p> <p style="text-align: center;">1</p> <p style="text-align: center;">1</p> | | | |
| <p>The blank will permit use of the company's blank and sign forms and several features for reference.</p> | | | |

As a telegraphic dispatch, a cablegram was taxed at the same rate as a regular telegram.

Used copies of cablegrams with imprints are not known.

[The imprint is green, and the printing on the cablegram is brown.]

One-Cent Imprint Usage Express Receipt

REAR THE CONDITIONS OF THIS RECEIPT. 212 900 99

AMERICAN EXPRESS COMPANY.
Danville, Ill.

1

Received of _____ and to contain _____

Value asked and _____

Marked _____

NOT NEGOTIABLE.

Which this Company undertakes to forward to the nearest point to destination named by it, subject to the following conditions, and which conditions are agreed to by shipper or owner in accepting this receipt.

1. The Company is not to be responsible for loss or damage to property consigned to it, unless it is proved that the loss or damage was caused by the negligence of the Company or its servants.
2. The Company is not to be responsible for loss or damage to property consigned to it, unless it is proved that the loss or damage was caused by the negligence of the Company or its servants.
3. The Company is not to be responsible for loss or damage to property consigned to it, unless it is proved that the loss or damage was caused by the negligence of the Company or its servants.
4. The Company is not to be responsible for loss or damage to property consigned to it, unless it is proved that the loss or damage was caused by the negligence of the Company or its servants.
5. The Company is not to be responsible for loss or damage to property consigned to it, unless it is proved that the loss or damage was caused by the negligence of the Company or its servants.
6. The Company is not to be responsible for loss or damage to property consigned to it, unless it is proved that the loss or damage was caused by the negligence of the Company or its servants.
7. The Company is not to be responsible for loss or damage to property consigned to it, unless it is proved that the loss or damage was caused by the negligence of the Company or its servants.
8. The Company is not to be responsible for loss or damage to property consigned to it, unless it is proved that the loss or damage was caused by the negligence of the Company or its servants.
9. The Company is not to be responsible for loss or damage to property consigned to it, unless it is proved that the loss or damage was caused by the negligence of the Company or its servants.
10. The Company is not to be responsible for loss or damage to property consigned to it, unless it is proved that the loss or damage was caused by the negligence of the Company or its servants.

For the Company, _____

Agent, _____

The Liability of this Company is limited to the actual value of the property consigned to it, and the Company is not to be responsible for loss or damage to property consigned to it, unless it is proved that the loss or damage was caused by the negligence of the Company or its servants.

Except from SCHEDULE A, STAMP TAXES: "EXPRESS AND FREIGHT." "It shall be the duty of every individual, firm, partnership, company, carrier, express company, or corporation or person whose occupation it is to deliver or to cause to be shipped or consigned, or to his agent, or person from whom any goods are accepted for transportation, a bill of lading, manifest, or other evidence of receipt and forwarding for each shipment received for carriage and transportation, whether in bulk or in boxes, bales, packages, bundles, or not so included or included; and there shall be thereon attached and stamped, as in this Act provided, to each of said bills of lading, manifests, or other memorandums and receipts, before the same is stamped of the value of one cent."

American Express receipt, taxed at the one-cent rate described. Used copies are not known.

[The imprint is green.]

Revenue Stamped Paper
of the Spanish American War Tax Era

One-Cent Imprint Usage Freight Receipts

3 Form 264.

Illinois Central Railroad Company.

Station, 190

Received of this date

a consignment of Milk, in cans, for shipment

Agent.

An Illinois Central Railroad receipt for shipping cans of milk. Imprint in yellow.

3 Form 264.

Illinois Central Railroad Company.

Station, 190

Received of this date

a consignment of Milk, in cans, for shipment

Agent.

A similar receipt, imprint in green.

This is the second installment in a series designed to reprint the editor's gold-medal winning exhibit of Spanish American War revenue stamped paper. Comments in brackets were added to supply information about color.

The Ivory Trade in Connecticut And its Consequences

By
Charles Kemp

When I first found the check illustrated with this article, I thought it was one of the most unusual that I had ever seen. There, on a check from what must surely be a very small Connecticut town, was a vignette of an African grasping an elephant tusk. As if that wasn't enough, at the center of the check was a smaller vignette of an elephant with an Indian *howdah* on his back. I thought that there must surely be an interesting story behind such unlikely scenes but never suspected what a dark and shameful story it would turn out to be.

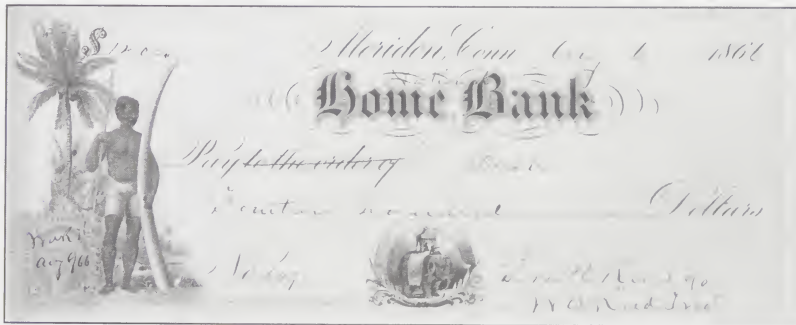


Figure 1. This check with the views relating to the company's business has "Pratt, Read & Co." visible in the underprint and is also signed "Pratt, Read & Co." by W. A. Reed, Treasurer.

The key to the mystery was in the name, Pratt, Read & Co., that can be read in the background of the check. Their story goes back to the 1790's when it became fashionable for ladies to wear ivory combs in their hair. Demand always spurs invention and soon a Deacon Phineas Pratt of Essex, Connecticut, developed a machine to make the combs. A nearby village called Deep River was located on a waterway, which could provide power for a mill and access to the Connecticut River for shipping and in 1798, Deacon Pratt and his son set up their factory there.

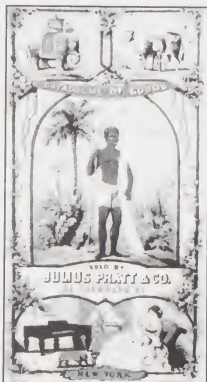


Figure 2. This cover of a Pratt, Read & Co. catalog features two of the vignettes used on the check.

The business prospered and others followed to both Deep River and its neighbor, West Center Brook, on the Fall River. A cottage industry grew up in the small villages with George Read, Elisha and Samuel M. Comstock and George A. Cheney proving to be the leaders. Mergers followed and by 1862, the dominant firms were Pratt, Read & Co. and Comstock, Cheney & Co. in West Center Brook.

Both villages grew as a result but West Center Brook owed the most to ivory. It had only a few houses when Samuel Comstock started out there but he built a classic company town with everything centered on the factory. The town even changed its name to Ivory-ton in recognition of its leading industry. An estimated ninety to ninety-five per cent of the ivory trade in the U.S. came to be located in southern Connecticut with seventy-five per cent of the thousands of tons of ivory that passed through Zanzibar making its way to Connecticut.

In mid-nineteenth Century, home entertainment grew into a national fad and pianos became the focus of many a parlor. Accordingly, piano keys joined combs, buttons and billiard balls as products. The two factories also began to make keyboards, actions and sounding boards to complement the keys. Customers included such familiar names as Baldwin and Wurlitzer. For many years, the two companies provide jobs for hundreds and entertainment for thousands more.

The ivory trade, however, had its dark side and it is one of the most tragic episodes in African history. The most obvious victim was the elephant population. It is estimated that at least a dozen elephants died per week to make the weekly production rate of one ton and this continued for some fifty years. They were killed solely for their tusks with the carcasses left to rot in the African sun. The missionary David Livingstone once counted a herd of 800 but by as early as the 1870's, the herds were decimated to the point that hunters were forced deeper and deeper into central Africa.

This led to the less obvious and even grimmer tragedy. Sick animals could not be used to transport the ivory to the coast because the sleeping sickness killed them and so humans were captured and enslaved for that purpose. One slave to the tusk, which averaged 80 pounds and in softening rain, they were forced to march hundreds of miles under brutal conditions. Livingstone once estimated one of these slave caravans: "A long line of manacled men, women and children, came sounding then was around the hill and into the valley on the side of which the village stood. The black drivers, armed with whips and beset with various articles of misery." The guards fled when they noticed Livingstone and his party who set about freeing them captive. "Kisses were exchanged as well, cutting the women and children loose. It was more difficult for the men, as they had the task of a stout stick, some seven feet long, and kept by an iron rod which was crossed at both ends across the chest."

Small bands that roved across central Africa to scourge of Africa. As elephant herds shrank, the porters were forced to carry their burden even higher. Livingstone accounts tell of seeing them both open sores from the chikote (a leather whip) and scalded with fire and abandoned to die from the rays of the Port of Zanzibar, the scene grew even worse. The Arabs who controlled both meting and slave trade carried nothing for the backs of their victims. Shovels lying at anchor were filled with sand so that as the slaves were left on the beach, they were worthless to bury. The survivors were sold into slavery to continue the process, which had not yet ended the trade. Livingstone estimated that for every tusk that reached the coast, 100 more were consumed inland. Perhaps as many as two billion although the toll can never be known for sure.

The ivory company story was recalled by George Turner had been an ivory trader in Zanzibar for ten years and had seen into history that had been so often but the rumors made any effort to halt it. Victorian sensibilities were easily soothed somewhat by a company that had not yet fully failed. When the growing scarcity of ivory led the company to experiment with substitutes, their customers also noted the ivory supply would never. How many Americans realized that so innocent a person as playing the piano could have such a devastating effect on so many lives?

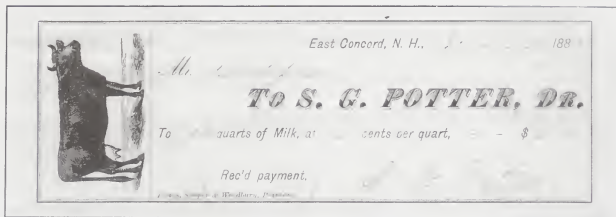
The last of ivory as a commodity went on for about eighty years before brought to a final halt but the Great Depression of the 1930's brought back some of the ivory industry as it did for many others. Pianos were out of reach for most families and the two companies were forced to merge their resources and in January 1936 they were united as Pratt, Read & Co., although located in Fort Worth, Texas. World War II also brought changes as the company turned to making gliders for the U. S. Army. Some 8,000 people were employed during this until the war's end brought a return to normalcy.

Under the company, although it was in the twentieth century in which it has existed but happily, the last ivory piano key was made in 1956. Now plastic has replaced ivory and these magnificent animals, while still endangered, are no longer slaughtered at industrial numbers, nor are humans forced into servitude or to die, for the sake of a bit of entertainment for others.

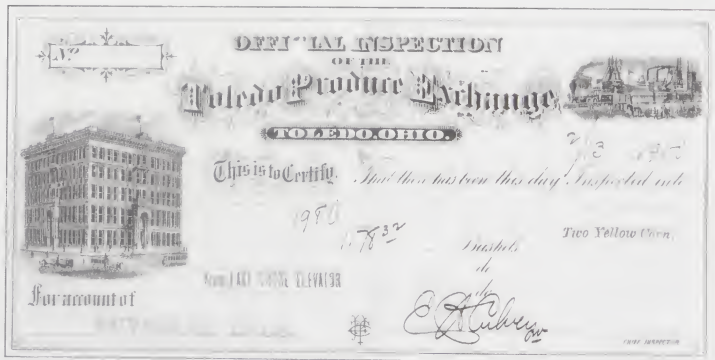


Figure 3. This photo shows a load of tusks arriving at Pratt, Read & Co. They would have first been cut into pieces and then taken to the bleach house. This was a glass greenhouse-like room, which could be as long as a football field. There they were exposed to sunlight for thirty days before the final cutting and polishing.

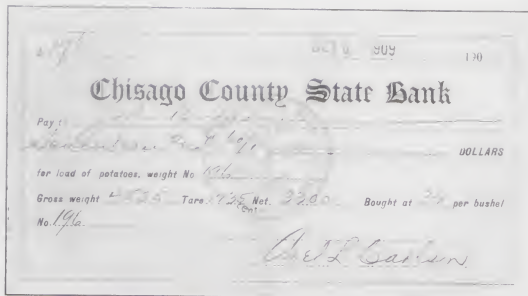
More information can be found at <http://www.courant.com/news/local/northeast/the-new-ivory-1.arsp29.0.1854955.story>



A receipt for milk from 1883, when it could be bought for five cents a quart.



Above is an inspection certificate for goods and below is a 1909 check which can serve as a receipt for a load of potatoes when cashed.



STATE OF WISCONSIN

OFFICE OF THE
State Weighmaster
WISCONSIN STATE WEIGHT
OF GRAIN

THIS CERTIFIES
THAT THERE WAS WEIGHED UNDER THE SUPERVISION OF THE
STATE GRAIN AND WAREHOUSE COMMISSION

Superior, Wis. OCT 18 1912

| Case No. | Initial | Place Weighed | Date | Contents | State Weight POUNDS | Remark |
|----------|---------|---------------|------|----------|------------------------|--------|
| | MP | S | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

H. M. JUNEAU, Chief Weighmaster

CERTIFICATE

An official certificate issued by the State of Wisconsin in 1912 for weighing grain

 **AUSTINVILLE PRODUCE CO.** 22723
POULTRY AND EGGS

ALSO GRAIN, EGGS 19

PAY TO THE ORDER OF _____ \$ _____

DOLLARS

STATE SAVINGS BANK
AUSTINVILLE IOWA

Amount of Poultry and Eggs

| Grade | Weight | Number |
|----------------|--------|--------|
| GRADE A LARGE | 1.5 | 1 |
| GRADE A MEDIUM | 1.5 | 1 |
| GRADE B SMALL | 1.5 | 1 |
| GRADE C LARGE | 1.5 | 1 |
| GRADE D LARGE | 1.5 | 1 |
| GRADE E LARGE | 1.5 | 1 |
| GRADE F LARGE | 1.5 | 1 |
| GRADE G LARGE | 1.5 | 1 |
| GRADE H LARGE | 1.5 | 1 |
| GRADE I LARGE | 1.5 | 1 |

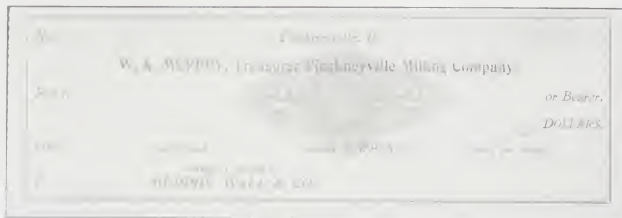
Judging from the routing number in the upper right corner, this is a more modern voucher check for the sale of eggs.

Regards,

Jim Adams

Editor's Response

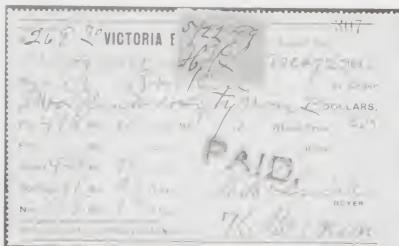
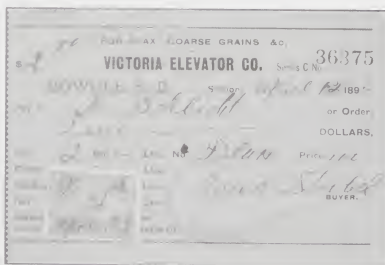
Jim, I agree that checks and receipts designed to be used with various commodities are interesting. Following are some examples from my collection.



The first one is a check of the Pinckneyville Milling Company specifying that it is to be used in connection with the sale of wheat. It was printed by Loomis, D. Harvard & Co. of Saint Louis sometime between mid-1898 and mid-1901 on evidence of the important economic change.

There is a condition on the back of the check saying "The Collectors Club, Pinckneyville, Ill. March 3, 1925. Compliments of Charles N. A."

The following shows an unusual combination of check and receipt used by the Victoria Elevator Company in 1899 and 1900.



The check for flax, coarse grains, &c is on a rose-pink paper, while the one for wheat is on regular dull white paper stock.

VICTORIA ELEVATOR CO.
FOR FLAX, COARSE GRAINS, ETC.

Station 11/17 1897 No. 61195

Bought of J. Kula the grower

bushels No. 1 Wheat

at 115 cents per bushel \$

less storage and insurance charges. Ticket No. \$

Gross Bu. 3 1/2 lbs. Net Value, \$

Dock Bu. 1/2 lbs. THE VICTORIA ELEVATOR CO.

Net 1 Bu. 2 1/2 lbs. By S. J. Hall Agent

\$ Received of the VICTORIA ELEVATOR CO.

in full payment of the above grain. 70 Dollars.

Form 17-A 3M-08 (Signed)

VICTORIA ELEVATOR CO.
FOR WHEAT ONLY.

Station 11/17 1897 No. 61195

Bought of J. Kula the grower

bushels No. 1 Wheat

at 67 cents per bushel \$

less storage and insurance charges. Ticket No. \$

Gross 46 bushels Net Value, \$

Dock Bu. 5 lbs. THE VICTORIA ELEVATOR CO.

Net 46 lbs. By S. J. Hall Agent

\$ Received of the VICTORIA ELEVATOR CO.

in full payment of the above grain. 80 Dollars.

Form 17-B 3M-08 (Signed)

Two more Victoria Elevator combination checks and receipts of a slightly different style. Note that they read as receipts, but that they have handstamps that indicate they were cashed by local banks.

Again, the instrument for flax, coarse grains, etc. is printed on deep pink paper, while the one for wheat is on white. These both bear RN X7 revenue imprints to pay the Spanish American War check tax.

The Twelfth Annual Chicago Paper Money Exhibition will be held March 10 - 12, 2006 at the O'Hare Crown Plaza Hotel, Rosemont, Illinois. Hours will be from 10:00 a.m. to 6:00 p.m. on Friday and Saturday, and from 10:00 a.m. until 1:00 p.m. Sunday.

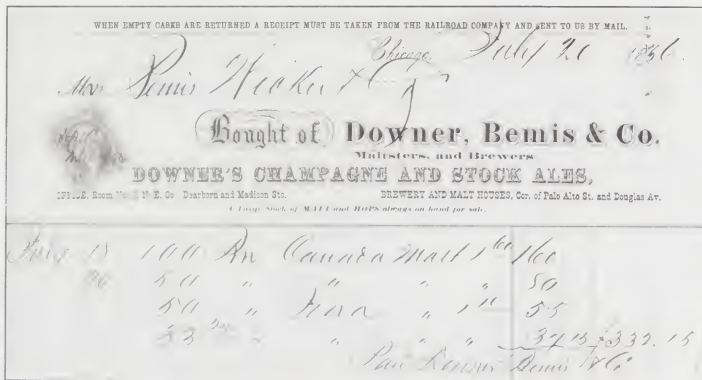
Presumably the entrance fee will be \$5 for Friday and or Saturday, and free on Sunday, as it was in 2005.

The Annual Northern Virginia Stock and Bond Show will be held January 27 - 28, 2006 at the Doubletree Hotel, 7801 Leesburg Pike, Falls Church, VA. Admission is \$3. Information can be gotten from Robert Schell, 6804 Jeremiah Court, Fairfax Station, VA 22039, phone 703-250-2556, e-mail rsshell@msn.com.

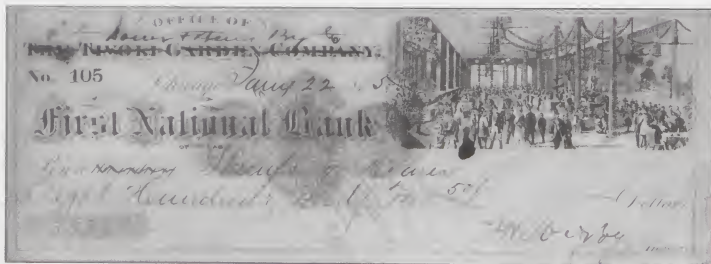
Finds on the Internet

A prominent East Coast collector has been thinning out his major collection of revenue stamped paper and documents bearing adhesive revenues. Both of the following items were purchased from him on eBay.

Downer & Bemis was a Chicago brewing firm. Many of their Civil War tax era checks survive, most with stains from being stored in malt kegs, or so I have heard. An article discussing their various vignettes and the imprinted revenues they used was printed in *The Check Collector* some years ago. Neither of these items appeared in it.



This 1866 receipt for the purchase of malt appears to have been issued to Bemis, Wicker & Co., perhaps an affiliate?



The second item is a check made over for use by Downer & Bemis from the Tivoli Garden Company. Downer and Bemis used checks of the First National Bank as well, so there was no need to alter the bank name.

Do unaltered checks of the Tivoli Garden Company exist? Or did this one survive only because Downer and Bemis used it and stored it?

Does anyone have information on the Tivoli Garden Company? It should be mentioned in histories of Chicago.

Announcements

Our Webmaster, Coleman Leifer, and I are working at transferring the ASCC website from AOL to asccinfo.com. We hope to get this done by the beginning of 2006. When we do, for some time use of the old URL will send you to a page that should transfer you to the new one.

If there are no additional nominations for membership on the Board by the end of the year an election will not be held, and the current members whose terms expire at the end of the year will be remain on the Board for an additional two-year term.

My relocation has had several effects on The Check Collector. First, many of you will have noticed that the last issue was mailed quite late. It took several months to get permission to do the bulk mailing through the Northfield post office. In fact, I was at the point of mailing all of the magazines first class when they told me it had been approved. I wonder whether the threat of dumping nearly 300 pieces of first class mail into their hands at once caused them to make inquiries on my behalf. The Northfield postal workers are very helpful and friendly, so it was probably coincidence.

Second, I was not able to find a printer who would match the low rates we enjoyed in Saint Louis. I believe that the one we are now using did a very good job on the last issue, but they run about \$100 a quarter higher. If non-profit periodical mail rates go up appreciably in 2006 we may be looking at another modest dues increase for 2007. You will be kept informed if this is likely to occur.



Secretary's Report

Lyman Hensley

New Members

1794

Richard M Magan
505 Dighton Ave
Taunton, MA 02780
Thru: SPMC

2 (Taunton Ma), 7 (Azores)

1795

Bradley A Baker
PO Box 44523
Indianapolis, IN 46244
Thru: Internet

2,25

Happy Holidays!
And may your collections increase!

the ASCC Board

Member Exchange

For sale. My personal collection of checks and a large check inventory. For price E-mail: nsowards@juno.com or phone (260) 745-3658. **Neil Sowards**, 548 Home Ave., Fort Wayne, IN 46807-1606.

Wanted: US Government checks and Wisconsin financial documents. **James A. Downey**, 1534 Pennsylvania Street, Sturgeon Bay, WI 54235. E-mail: mufelika@itol.com.

Trade/buy/sell any financial paper from any USA town named Wausau, Wausa, Warsaw or Poland. **Terence Kafka**, 885 Spring Rd., Mosinee, WI 54455.

Collector seeking St. Louis, Missouri checks from the following National Banks: Twelfth Street, Telegraphers, Broadway and Washington. **Ron Horstman**, 5010 Timber Lane, Gerald, MO 63037.

New member is interested in pre-1950 Wisconsin checks. Will purchase or trade for any needed. **Tom Casper**, 3581 S. 75 St., Milwaukee WI 53220-1137. E-mail: tcasper57@hotmail.com.

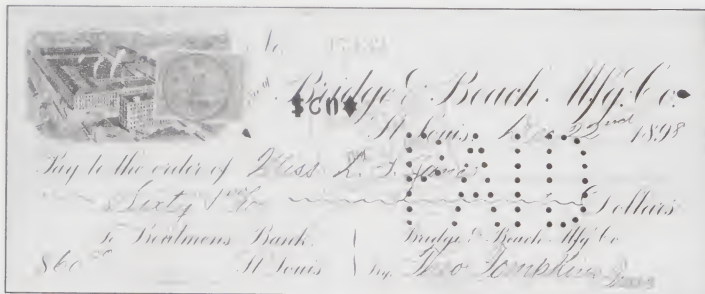
Collector needs old Philippine TREASURY checks, 1900-1915, with portrait of Gen. LAWTON or Pres. McKINLEY. Top prices paid for nice examples \$100 and up. Send checks or photocopies for my offer. **C.M. Nielsen**, PO Box 71005, Salt Lake City, UT 84171-0005

Wanted: Checks and related memorabilia from US branches of Canadian banks (Bank of British Columbia, Bank of British North America, Bank of Montreal, Bank of Nova Scotia, Canadian Bank of Commerce, Merchants Bank of Halifax, Royal Bank of Canada). Also pre-1910 Canadian checks. Please contact **Stephen Oatway**, PO Box 7325, Riverview, NB E1B 4T9 Canada. E-mail: soatway@nb.sympatico.ca

Exchange postings will be taken from ASCC members who are collectors only. Postings of 20 words or less are free; please remit \$3 each is up for postings of 20 to fifty words. Name and address do **not** count toward the 20 words.

Neither the Editor nor the ASCC can be responsible for compliance with any promises made in postings, or in response to them. Be very clear as to the value you place on your material when discussing a trade. Fairness and common courtesy are to be expected; this common sense must rule.

A Find in the Marketplace



Note that this 1898 check payable to Miss D.J. Jones was handled by the 'ladies teller' at Boatmen's Bank.

*Ruth A. Miller Knott,**Ephemerist*

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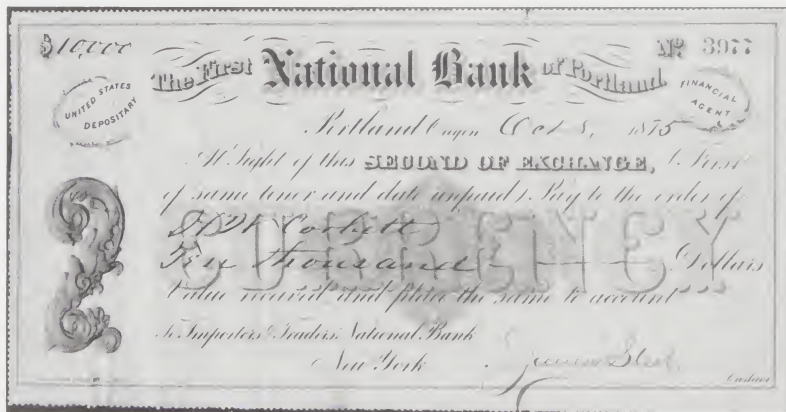
Annual dues: U.S. Residents \$30

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Other Countries \$40

Contact: SPMC Membership Director, PO Box 11,060
Carrollton, TX 75011

A Find in the Marketplace



A beautiful second of exchange from Oregon, printed by Everitt Bros, 1 Park Place, NY. It is written to H.W. Corbett of Corbett, Failing & Company. The word "currency" is printed in green.

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